

MARINE

The barkentine Mary Winkler, Captain Aspe, came in to port yesterday with a large load of all kinds of lumber. She had made a very fast run from Eureka, considering the time of year, just seventeen days and twelve hours.

The cargo, consigned to Lewers & Cooke, consisted of all the products of Humboldt County, including eggs. The latter were all used up aboard ship. There was lumber in nearly every shape that a coast mill turns out in the rough: posts, shingles, crossarms, ties and lumber in all sizes to the extent of 500,000 feet.

Captain Aspe stated that he was pleased to have made so quick a run under the circumstances. "We found no trades at all until about 29 North," said he. "Then they were very fitful and came from most any old direction. For a few hours they would come from about East by North to North East and blow full and strong. Then they would die out and come up again only to switch round till it looked like a landlubber boxing the compass."

"We had to keep our jibe tackles working all the time and there was no chance to haul some luff and keep on one jibe for a long run. The only thing to do was to keep on the course and jibe when the wind shifted. It was hard work but it paid us to keep going as you can see by the time we made."

Monday a Holiday.

Next Monday, being a holiday, no freight will be received for Inter-Island company's steamers, with one exception. The Manna Kea will leave at noon on Tuesday and perishable freight and liquors will be received at her wharf on Monday. All other freight for the Manna Kea must be delivered on Saturday or it will not be taken aboard.

Alameda Is on Time.

According to latest wireless advices from the Alameda she will arrive in good time tomorrow morning. The agents expect that she will dock not later than 7:30 at the Oceanic wharf. The sea is smooth and winds light and fair so that the good old ship is making excellent time.

Lurline Leaves Today.

Ten o'clock this morning is the time that the Lurline will leave the Matson wharf. She was over at another dock taking on freight yesterday but will move over to the Matson wharf early this morning. She will carry a general freight and a nearly full complement of passengers.

Thomas Due at Ten.

The U. S. transport Thomas is due to arrive this morning at 10 a. m. according to latest advices. It is not yet known just how long she will stay here but she will carry mail when she leaves.

Respects to Wilhelmina.

The new Matson liner Wilhelmina will be launched at Newport News on Hawaiian Regatta day, September 18. After the regatta here there will be a combined Healan and Myrtle club dance at the Moana hotel and the launching of the new craft is to be recognized at this function in a speech of goodwill made by the master of ceremonies.

Much Sugar on Helene.

The steamer Helene arrived from Hawaii yesterday morning with a large load of sugar. Stevedores were kept busy all day transferring the load to coastbound steamers.

LOCAL OFFICE OF THE UNITED STATES WEATHER BUREAU.

Honolulu, Wednesday, Sept. 1, 1909.

Year	Mean Temp.	Thermo.	24 Hour Rainfall	Average Wind Velocity	Direction	Average Cloudiness
1900	80.0	75.0	8.1	6.5	SE	4.0
1901	80.0	75.0	8.1	6.5	SE	4.0
1902	80.0	75.0	8.1	6.5	SE	4.0
1903	80.0	75.0	8.1	6.5	SE	4.0
1904	80.0	75.0	8.1	6.5	SE	4.0
1905	80.0	75.0	8.1	6.5	SE	4.0
1906	80.0	75.0	8.1	6.5	SE	4.0
1907	80.0	75.0	8.1	6.5	SE	4.0
1908	80.0	75.0	8.1	6.5	SE	4.0
1909	80.0	75.0	8.1	6.5	SE	4.0
Avg	80.0	75.0	8.1	6.5	SE	4.0

WM. B. STOCKMAN, Section Director.

TIDES, SUN AND MOON.

Days	High Tide	Low Tide	Full Moon	New Moon
M 3	9.34	1.9	8.14	1.17
T 4	10.11	1.8	8.53	1.43
W 5	10.48	1.6	8.91	1.69
Th 6	11.25	1.4	9.29	1.95
F 7	12.02	1.2	9.67	2.21
S 8	12.39	1.0	10.05	2.47
S 9	13.16	0.8	10.43	2.73
S 10	13.53	0.6	10.81	2.99

Full moon, August 30, at 6:37 p. m. The tides at Kahului and Hilo occur about one hour earlier than at Honolulu.

Hawaiian standard time is 10 hours 30 minutes slower than Greenwich time, being that of the meridian of 157 degrees thirty minutes. The time while the blows at 1:30 p. m., which is the same as Greenwich 0 hours 0 minutes. Sun and moon are for local time for the whole group.

VISITORS ARE NEAR DEATH

(Continued from Page One.)

mediate stations but just as Paoua was reached the passengers felt the brakes being jammed down tight. There was big danger but it was missed by an ace.

As the cars approached the plantation track a locomotive was seen rusing down toward Paoua over the sugar company's track. The driver of the special, as he came up toward the station, saw the flying engine and he did everything that is required of him to bring his train to a standstill. He acted none too soon, for his cowcatcher was within a foot of the rear of the sugar locomotive at the crossing. The plantation engine had not slackened its speed, which was fortunate, for if it had, the plantation engine would have struck the first passenger car squarely in the center.

Captain Rees Receives.

Shortly after 8:30 o'clock yesterday morning Captain C. P. Rees, commandant of the Naval Station, Lieut. Commander Victor Houston, Dr. Langhorne, Paymaster Hornberger, Civil Engineer Parks, Assistant Engineer Barrell, Major Long, Captain Marix, and other marine corps officers from Camp Verry, received the members of the Congressional party on the veranda of the administration building and without loss of time the party was conducted to the naval tug Iroquois. The party first passed a company of marines under Captain Rohard, who presented arms, and four flourishes of drum and bugle were given, followed by a salute of seventeen guns for the Governor.

The trip to Pearl Harbor was delightful, the sea being smooth as a millpond. At the entrance to the channel the tug passed the sea-going dredge South Bay which is at work on the bar. As the tug passed in the piles marking the Waikiki side of the channel showed where other dredgers have cut out projecting reefs which have hitherto been an obstruction to navigation. The dredger Governor was working on a reef which is one of the largest jobs between the old Shark Point and the bar, and is one of the important ones, for when the reef is out it will give a fairly straight channel towards Bishop's Point. The Reclamation was at work on a projection below Waipio Point.

How Dredging Is Distributed.

W. F. Dillingham, head of the Hawaiian Dredging Company which has the channel and harbor contract, explained to the members of the Naval Committee, and also to members of the Military Committee, that by an arrangement with the Navy Department, the million dollars of the first section of the contract was being expended mainly between Waipio Point and the sea entrance, including the bar. When the members looked at the gradually straightening line of channel and saw the vast amount of work which has to be done to cut out a thirty-five foot depth from hard coral, they could understand how easily the money goes.

The Congressmen appeared to be impressed with the necessity for the complete removal of Waipio Point on the lines suggested by the naval engineers, and an appropriation for this work is expected of the next Congress. Where the drydock is to be built the visitors saw some boring machines. It was explained that these were ascertaining the nature of the material which will shortly be attacked by dredgers. As the drydock is to be one of the most expensive jobs in the development of the naval station, the site was a source of much questioning on the part of the visitors.

Mr. Dillingham explained that already three-quarters of a million cubic feet of material had been dredged from the channel.

The tug passed around Ford Island and came to an anchorage off the Peninsula wharf and the guests were landed in the Commandant's launch, three trips being necessary to put them all ashore. Captain Rees and the officers accompanying the party bade the visitors goodbye at the landing and returned home on the tug. The Captain was warmly thanked by the Congressmen for the pleasure they had derived from the sea trip, and particularly for the knowledge they had gained of the battery and naval station sites.

The party was then conveyed by special train to Leilehua, Conductor Todd being in charge. Mr. Dillingham's private car and two observation cars were used, and on the way up the guests were regaled with slices of pineapple and cold refreshments. Chairman Frank Thompson, G. J. Waller and R. O. Matheson were in charge of the train arrangements, and were assisted by the transportation committee, comprising Messrs. T. H. Petrie and Will McInerney. The first view of the pineapple fields was of extreme interest to the visitors for it was the first time many of them had ever seen a pineapple growing.

PORTUGUESE COME

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Tehuantepec in the Atlantic ocean steamers of the American-Hawaiian Company. They will cross the isthmus and there board the America Maru or Manchu Maru, as the case may be. This arrangement is necessitated by the fact that the big Pacific ocean freighters of the American-Hawaiian Company have not passenger accommodations. The ships of the Toyo Kisen Kaisha, on the other hand, are fitted out for the carrying of a large number of immigrants, and it is believed that they can carry the men at considerably less expense than would be possible for the American-Hawaiian on this side of the isthmus.

Should the proposed emigration of Japanese laborers to South America come to pass, then the ships which take from Hawaii's shores the Asiatic laborers will bring back Europeans to replace them.

Special Agent A. J. Campbell, of the Board of Immigration, is now in the Azores collecting colonists. If satisfactory terms are made with the steamship companies, the first installment will probably arrive here at no very distant date.

MOST BEAUTIFUL SPOT, SAYS COLONEL LEMERT

Colonel W. C. Lemert of Bucyrus, Ohio, now a guest at the Alexander Young, though he has been here but three days, is a most enthusiastic admirer of Hawaii. "I have traveled pretty extensively," said Colonel Lemert yesterday. "This is certainly the most beautiful spot that I have yet seen. Whether or not it is the best, I am not prepared to say, for I have not been here long enough to form an opinion regarding its goodness. But it is certainly good to look upon."

Colonel Lemert declined to hazard any prophecy concerning the probable future of Hawaii, when the Panama canal shall have been completed. "There are twenty experts here to look into that matter right now," continued he, "and I don't believe that my forecasts would be of interest to anybody."

The Colonel is largely interested in railroads and banking, being connected with several large financial institutions. He is also the owner of a city gas plant and of other public utilities.

Accompanied by his daughter, Mrs. Blanche Lemert Wise, and Miss Margaret Perrott, Colonel Lemert is on his way around the world. Miss Perrott is a sister of Miss F. Perrott of the Kamehameha Preparatory School.

MORE GUNS FOR PEARL HARBOR

(Continued from Page One.)

nothing over by Barber's Point. The zone of fire of the land batteries swept much of the ocean from the sea to the shore and owing to reefs preventing ships from approaching too close the coast defense guns had the call; but it was found that the zone of fire could not take in the Point mentioned, leaving that exposed to landing parties on the Waialua side. In that event guns brought ashore by way of Barber's Point and directed at the Pearl Harbor batteries would place them in difficulties. It was brought out in the discussion that the fortifying of Pearl Harbor, according to the old plans, would not go far enough.

Brigadier-General Murray, chief of the coast artillery, it was learned, had been all over the island on his first visit, and at that time he was not of the opinion that Barber's Point should be included in fortification plans, but his second visit is believed to have caused him to favor the establishment of a battery of small caliber guns there. Other points around the island may have to be protected.

Congressmen asked whether or not the Koolau side would not also have to be similarly provided against landing parties, but it was the opinion of those who have studied the matter that the reefs of windward Oahu are ample defense against such an invasion, and that a mobile force at Leilehua, with the knowledge possessed by military men of the passes and gaps in the surrounding mountain ranges, could be dispatched to many parts of the island to prevent such landings.

TONS OF PROMOTION DATA ARE DISPATCHED

Two tons of advertising literature, proclaiming to the world the charms and advantages which Hawaii offers, will be shipped to the mainland on the Lurline by the Hawaii Promotion Committee. This is all general descriptive matter. Part of it will be sent to the Alaska-Yukon-Pacific Exposition, while the remainder will be divided among the cities of the Pacific Coast.

This enormous shipment of literature will no more than supply the immediate demand. Every mail brings requests for data concerning Hawaii, not only from persons contemplating visits, but from schools, colleges, tourist bureaus and railroad companies.

The Promotion Committee's literature is in general demand for educational purposes. Many of the most modern school geographies are vague as regards this Territory, and the carefully compiled data which Secretary Wood is distributing has been seized upon eagerly by educators. This branch of promotion work, though not bearing such immediate fruit as the encouragement of tourist travel, is of lasting benefit to the Territory, and the Promotion Committee is making every effort to comply with all requests from schools and colleges.

The last mail from the Orient brought in a large quantity of literature descriptive of Java. The Promotion Committee, and the official information bureau of Java, have formed a combination whereby each helps the other, and the plan has proved very feasible.

Secretary Wood is getting his business cleaned up preparatory to starting for the Orient the latter part of this month. He wants to get everything on a substantial basis before leaving, that the work of the committee may not suffer during his absence.

WILL START DRY DOCK WORK SOON

F. B. Smith, of the San Francisco dredging company, which was awarded the contract to build the Pearl Harbor drydock returns to San Francisco on the 17th to prepare the shipment of his plant from Mare Island to Honolulu. This consists of derricks, concrete mixers and much material that cannot be picked up down here.

The Hawaiian Dredging Company will do the dredging work for the contractor, and this means that practically the greater part of the excavation of the basin of the drydock will be done

Trent Trust Co., Ltd.

TO RENTERS AND HOME SEEKERS

Houses To Let

Fort St.	B. R.	\$ 8.00
Kaimuki	"	12.00
Union and Garden Lane	"	18.00
Waikiki (Camp McKinley)	"	25.00
Pawaa and Young St.	"	25.00
Elm and Birch Sts.	"	25.00
Kinua and Alapai Sts.	"	26.25
Magazine and Spencer Sts.	"	27.50
Waialae Road	"	30.00
1111 Kinua St.	"	32.50
1245 Lunalilo St.	"	32.50
725 Kinua St.	"	32.50
Manoa Valley	"	35.00
Bates St.	"	35.00
Elsie Ave. and Young St.	"	40.00
1286 Beretania St.	"	40.00
Richards St. nr. Hotel	"	40.00

Furnished

Waikiki (on Beach)	"	30.00
Magazine and Spencer Sts.	"	35.00
Anapuni St.	"	47.50
Makiki St.	"	50.00
1257 Kinua St.	"	55.00
1246 Alexander St.	"	60.00
1475 Thurston Ave.	"	60.00

Palama Lot For Sale

near King street; has large mango trees, coconut trees, growing shrubs—\$5x137.

PRICE \$500.00

Home For Sale

Ten minutes' walk from Nuuanu car line near foot of Pacific Heights.

PRICE \$1500.00

Kalihi Home For Sale

near Kamehameha IV road, overlooking Fort Shafter. Lot 73x150. 6-room modern house.

PRICE \$1100.00

Two Puunui Lots

For sale. Size as a whole 100x100.

PRICE \$500.00

Trent Trust Co., Ltd.

CONGO ROOFING

The Roofing That Lasts.
Fire and Weather Resisting.

Sold by
LEWERS & COOKE, LTD
177 S. King Street

Ohio Clothes Cleaning Co.

Gentlemen's Suits cleaned and pressed, four times per month or \$1.50. Work guaranteed.

HARRISON BUILDING, Beretania Ave.

A "FOOL"

is the individual who doesn't readily agree with you, but everybody agrees that

PACHECO'S DANDRUFF KILLER is the best remedy for prickly heat and eczema.

by dredgers working in from the harbor side.

Rock for construction purposes may be quarried from the canyon through which the Waialua branch of the Oahu railroad runs from Waipahu to Leilehua.

The local dredging company may have a dredger available for the drydock work in about a month. As soon as it is ready for service the dredger will be put to work.

PUNCHBOWL EASILY CLIMBED BY AUTOS

The road up and around Punchbowl is in excellent shape. Not only can the ascent to the lower level be made comfortably by a motor car, but there is not a single place in the path around the summit that can give any trouble. From the summit of Punchbowl, a panoramic view of splendor spreads out before the eyes of the visitor.

Gangs of men are now at work on the road leading to the summit and, within two weeks, all of the rough spots will have been made smooth. Even now the trip can be made with perfect comfort, and the road around the promontory is absolutely safe.

You Can't Be Happy With a Headache

Probably more pleasure is spoiled because of headache. Can from any other reason.

When your head aches it not only makes YOU unhappy, but it is very apt to interfere with the pleasure of everyone else around you. One can't be expected to be very cheerful and pleasant when one's head is simply splitting.

And there is no need of suffering. Keep a box of

Stearns' Headache Wafers

in the house when you are at home—carry it in your bag when you travel. That insures you against the annoyance of headaches—your own and other people's. Stearns' Headache Wafers are as pure as they look, and the snow-white wafers certainly indicate purity in the highest degree. One dose cures, and leaves your head "clear as a bell."

They are so much better than any other kind that your own interest demands that you insist on STEARNS'—the genuine.

LADIES' AND GENTLEMEN'S

Panama Hats

COME AND SEE THEM.

K. UYEDA

NUUANU BETWEEN KING AND HOTEL.

DR. FREDERIC BELL, Ph. D.

Is Without a Peer As a Phrenologist and Physiognomist. The Doctor will tell you why one person is a failure, while another succeeds. He will also point out whether you are best adapted for lawyer, doctor, preacher, teacher, actor, nurse, musician, commander, the army, navy, etc. He will also tell you the studies which will most enhance your boys' and girls' success in the truest and best sense, without the possibility of a mistake through the exact science of Phrenology and Physiognomy.

Complete Chart—Terms Moderate. FREE LECTURE: Sunday afternoon, at 3 o'clock, Hawaiian Hotel lanai. "Where Are Heaven and Hell Located?" Classes now forming in the occult and new thought. For full particulars call on Dr. and Mrs. Bell at the Royal Hawaiian Hotel, Suite 40, 42 and 44. Hours 10 to 5 and 7 to 9. Sundays only by appointment; also by phone 715 any day.